



Fulton County, GA

Department of Purchasing & Contract Compliance

July 8, 2014

**Re: 14ITB061614K-NH Alpharetta Water Transmission Main – GAP Three
(Academy Street/Milton Avenue/Old Canton/Canton Streets)**

Dear Vendors:

Attached is one (1) copy of Addendum 2, hereby made a part of the above referenced project.

The due date for the project referenced above has been changed to Friday, July 18, 2014.

Attached are responses to questions and requests for clarification.

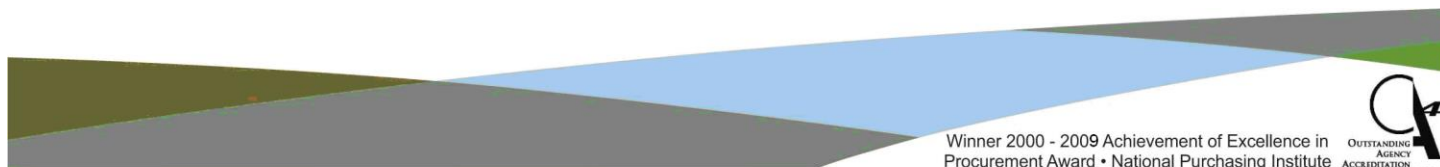
Except as provided herein, all terms and conditions in the project referenced above remain unchanged and in full force and effect.

Sincerely,

Nancy Harrison

Nancy Harrison, CPPB
Assistant Purchasing Agent

Attachments:



130 Peachtree Street, S.W., Suite 1168 • Atlanta, GA 30303 • (404) 612-5800

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**14ITB061614K-NH Alpharetta Water Transmission Main – GAP Three
(Academy Street/Milton Avenue/Old Canton/Canton Streets)
Addendum No. 2
Page 2**

ACKNOWLEDGEMENT OF ADDENDUM NO. 2

The undersigned bidder acknowledges receipt of this addendum by returning one (1) copy of this form with the ITB package to the Department of Purchasing & Contract Compliance, Fulton County Public Safety Building, 130 Peachtree Street, Suite 1168, Atlanta, Georgia 30303 by the due date and time specified in the solicitation documents.

This is to acknowledge receipt of Addendum No. 2, _____ day of _____, 2014.

Legal Name of Bidder

Signature of Authorized Representative

Title

Question 1. On Sheet CS201 the traffic control plan shows traffic being reduced to two lanes, one lane in each direction on Academy St. leading up to the Haynes Bridge Rd. intersection. The plan shows two lanes on the west side of the intersection and 3 lanes on the east side. The Academy St. east bound lane will be heading directly into the center left turn lane with no transition allowance across the intersection to avoid a head on collision. The traffic control plan shows something that is not doable. How will this be handled? Can a revised traffic control plan be issued or explicit instructions be issued regarding payment for this additional work? Will it be paid for by unit prices or will we be paid only what is shown on the plans? If the bidders were to have to make an assumption, we would have to assume transitioning from two lanes back into three further east down Academy St. If this is the case, there will be additional striping removal, additional striping replacement, additional milling and additional topping replacement.

Response – (Segment 2) After the project is awarded and the Notice to Proceed is issued, the Contractor is required to develop that segment workable, and detail traffic control plan to satisfy the current site condition , including proposed construction activities and work hours. (See Section 9 – Special Conditions) Upon approval by the County, any current site adjustment work/item payment will be covered under the applicable allowance item, using that activity Bid Unit Price.

Question 2. On Sheet CX101 Existing Conditions, it appears that there is a new sewer line and a new water line at roughly 18+00 that crosses the new 30" water line that is not shown on the plan. Were these new line installed on grades that will not be in conflict with the new 30" line? If there is a conflict and it is not practical to adjust the grade of the new 30" line to avoid both of the conflicts with extra bends and fittings will Fulton County make separate payment to the contractor to have the existing lines adjusted? Or will they be adjusted independent of the waterline contract?

Response – The Contractor responsible the located all exiting utility prior to the start of work (vertically and horizontally), see Utility Location Item, Payment for unforeseen site condition conflict will be addressed under the relevant allowance item.

Question 3. In regards to the night and day work: If the bid form description says "day", does this mean that all (including but not limited to milling, paving and striping) of the work under that segment has to be performed during the day? Similarly, if the bid form says "night" does this mean that all (including but not limited to milling, paving and striping) of the work under that segment has to be performed at night?

Response – The work preform at night or day will be paid at the Bid Unit Price.

Question 4. In regards to the bid form it appears that the two "Sets" are copies of each other except for the day/night language. However, Item 3 - Fittings on the Segment 3 Set 1 section and Item 3 - Fittings on Segment 3 Set 2 section have different quantities. Is this correct?

Response – Item 3 – Fittings for Set One (1) and Two (2) are the same quantity (QTY).

Question 5. The bid forms have sections "As approved by owner". There are items for Temporary 4 or 5 inch striping and Temporary 24 inch stop bars. Will this pay item be used to pay for temporary stripes including the stripes necessary for reducing lanes as shown on the traffic control plans. Or is this pay item for additional striping outside of the construction limits? Or is this item for re-striping the temporary lines if they should become faded? Will this pay item be used to pay for temporary stripes for permanent markings? Temporary for permanent striping means the stripes that will be placed on the final asphalt surface prior to the new thermoplastic lines.

Response - This pay Item is for all temporary striping within the project construction limit. (Exceptions are work directed by Owner)

Question 6. This question is related to Question #6 above. The measurement and payment section 01025.1.13 Asphalt Pavement Replacement says that "The unit price bid should include all costs associated with road resurfacing...replacing existing stripping and traffic devices..." Will the temporary striping and permanent striping be paid for at the bid unit prices in the bid form or will the cost need to be included in the Asphalt Pavement Replacement items?

Response - (It is my understanding that this is referring to Question #5) Please note the above #5 response. Remove from the Asphalt Pavement Replacement measurement and payment Section 01025. 1.13 the reference of replacing existing traffic device. Add to Cash Allowance – To be Pre-approved and Approved by Owner, Allowance item (i) – Remove and Replace existing Traffic Detection System/Devices, including any relevant secondary traffic related items = \$30,000.00

Question 7. There is a conflict with respect to the daytime working hours listed in the Traffic Control Details on sheet CS502 for all three segments and Section 01010.1.03. one says start at 8:30 am and the other says 9:00 am. Which one is correct?

Response – The Project's day time working hours will be establish as a condition of the Utility Permit application and approval process from the City of Alpharetta.

Question 8. Section 01025.1.22.C.1 and 2 - States that no excavation in or near roadways will be left open overnight. "Therefore, all concrete barriers will be required to be removed from the roadway and moved to a location where vehicular and pedestrian traffic are not obstructed." It says the payment will be made for the actual linear feet installed per day. Does this mean that we will have to remove the temporary barrier and and reinstall it each day even though the traffic control plan shows the existing lanes being reduced and temporarily re-striped into 2 lanes? It seems that we could reduce the lanes and place the temporary barrier and just leave it in place until it is no longer needed instead of using valuable production time removing and re-setting barriers.

Response – The segment detail traffic control plan develop by the Contractor for the Permit application and approval shall describe the placement of the temporary barrier staying in place. Therefore the cost of moving and reinstalling the temporary barrier each day should not be included into the Unit Price Bid. However, if the moving and reinstalling of temporary barriers is a condition of a segment Utility Permit, then the Contractor will be compensated financial, by the Owner using the applicable project cash allowance.

Question 9. Traffic control note #14 says that the "work area" cannot exceed 400 LF without approval. Is it safe to assume that the 100' approach taper and the 75' trailing taper are not included in the 400 LF. the Typical Work Zone Plan View on Sheet CS502 appears to clarify this. Is this correct?

Response – The Typical Work Zone Plan View is reviewed and accepted by the Permitting Authority.

Question 10. The plans for Segment 4 Canton St. appear to have a hybrid plan of future conditions and existing conditions incorporated. There appears to be some street parking spaces shown on the plan that are not actually existing conditions. Will this work be completed by others and if s is actually in place by the time our construction activities get there will we need to plan on re-surfacing the new parking spaces? Will this work be paid for at the contract unit prices?

Response - The Segment Contract Time work include the restoration of current pre-construction condition; therefore, it is the Contractor responsible to maintain the segment current pre-construction condition.

Question 11. Will it be acceptable to grind the existing stripes and place temporary stripes and traffic loops in order to reduce the lanes as shown on the traffic control plans. Or will it be necessary to mill the existing asphalt, place temporary asphalt, place temporary stripes and traffic loops and then when the temporary conditions are no longer needed mill up the temporary asphalt place the new permanent asphalt, place permanent stripes and permanent traffic loops?

Response- The means and method to perform or complete each segment construction activity is the responsibility of the Contractor. The contractor should note the relevant Utility Permit approval authority condition.

Question 12. Will temporary traffic loops need to be installed for staged construction? Or can the signals run on timers while stage construction is underway?

Response - The means and method to perform or complete each segment construction activity is the responsibility of the Contractor. The contractor should note the Utility Permit approval authority condition.

Question 13. In regards to re-grassing existing lawns: Will the lawns need to be sodded or will the normal seed and straw of the appropriate species be acceptable?

Response – It is the Contractor responsible to maintain each segment current site pre-construction condition.

Question 14. Bid Item 15 - Traffic Control - As Approved by Owner: Will these pay items be used to pay for the work as the bid item indicates or are these items strictly for things that the owner determines necessary but is above and beyond what should already be included in other items? For instance, the MUTCD Warning signs, is this for extra signs or will the spread of warning signs be paid under Item 15.g? Will each LF of installed temporary barrier be paid under Item 15.a and so on?

Response - After the Contractor is awarded the contract and notice to proceed issued, and each segment Utility Permit conditions are established by the issuing authority, the relevant items necessary for safety/traffic control can be approved by the Owner.

Question 15. Section 01025.1.19.G - Trench Rock Excavation says that "Rock excavation shall be paid for in addition to payment for normal pipe excavation accounted for in the Unit Price Bid for Water Main." Does this mean that if rock is encountered that a change order will be issued to establish a Unit Price for trench rock excavation?

Response – No change order will be issued; however, unforeseen site condition, such as rock excavation will be covered under applicable cash allowance.

Question 16. Section 9 Special Conditions "Permit" " Each segment will be required to get its separate permit from the City of Alpharetta? What permit is this? Building, LDP, noise, erosion control, utility, etc. can the permit requirements be clarified? It does specify that a separate traffic control plan as a permit application attachment is required. Is this the permit being referenced?

Response – Prior to the start of each segment construction, the Contractor is required to get an approved Utility Permit from the City of Alpharetta. And as an attachment to each segment Utility Permit application will be a detail and workable traffic control plan, develop by the contractor. The attached Utility Permit application traffic control plan will be reviewed and approved by the City of Alpharetta.

Question 17. Will weekend work be allowed?

Response - The Utility Permit authority, City of Alpharetta is responsibility to establish and approve weekend work, as Permit condition.

Question 18. Can the 3 different segments be performed concurrently?

Response- See Section 9 - Special Condition – Project's construction priority, after Notice to proceed (NTP) is issued. Segment # 2 (work shall be completed before the start of segment # 3); Segment # 3 (work shall be completed before the start of segment # 4). Also note under "Contract Time" - Each segment Contract Time shall include; milling and resurfacing of disturbed paved surfaces, and pre-construction site condition restoration.

Question 19. Where does the Item 2.d - Installed in 24 IN Steel casing go?

Response – Remove Item 2.d (installed 24 inch Steel Casing) from the list of proposed Bid Items.

Question 20. How will the limits of existing curb, driveway and pavement replacement be determined. The specs say that damage to curbs and driveways and pavement caused by the contractor will not paid for? If a curb is in the close proximity to the new pipeline it will likely be damaged?

Response – The limits of existing curb, driveways and pavement replaced shall be determined by the actual field pre-construction measurement. The cost shall be included in the Bid Unit Price for the particular item of work, for example ITEM – REMOVE, REPLACE, AND CONSTRUCT CURB AND GUTTER; REMOVE AND REPLACE DRIVEWAY. The contractor is responsible for documentation of the actual field pre-construction measurements.

Question 21. Cash Allowances - Soils, Concrete, Asphalt, materials, and water quality testing - Will all of the testing required on the project be paid for out of this allowance except for failing tests that have to be redone?

Response - Cash Allowances – Soil, Concrete, Asphalt, Materials and Water Quality Testing are for services, as directed and approved by the Construction Manager. All testing required by the installation and construction of the applicable construction activity must be included into that activity Bid Unit Price. However, compaction soils testing shall be made from this allowance, as described in the Measurement and Payment, Section 01025 – 1.13 C.

Question 22. Will staging areas and material laydown areas be provided by the County?

Response - It is the Contractor responsibility to secure the necessary staging areas, and material laydown areas, and any necessary temporary areas needed to complete each of the segment. However, the County assistance may be requested, by the Contractor.

Question 23. On Segment 4 is the intent to maintain traffic with a one lane road flagging operation while work is being performed and at the end of each day and then after the shift, remove the flagging operation?

Response- a detail and workable traffic control plan is required to be developed by the Contractor for each segment construction. This traffic control plan will be an attachment to each segment construction Utility Permit.

Question 24. On Segment 4 can the excavation be backfilled and then road plated or will a high early concrete cap need top be installed prior to opening the lanes to traffic?

Response – All require water line pressure test must be performed, pass and approved prior to pouring of the concrete top. The traffic lanes opening standard is per the issuing authority for the Utility Permit.

Question 25. General question: Will road plates be acceptable to cover the backfilled excavation or will high early concrete caps be necessary prior to opening the sections to traffic?

Response- The traffic opening standard is per the issuing author Utility Permit.

Question 26. On Page 3 of 29 of the Bid Form, Set One, Segment Two, Night Construction, Item 1c. Electric Locator Full Range for 30-inch Dia. DIP Line has a quantity of 20 each. On Page 15 of 29 of the Bid Form, Set Two, Segment Two, Day Construction, Item 1c, Electric Locator Full Range for 30-inch Dia. DIP Line has a quantity of 1 each. Is there a specific reason that Night Construction and Day Construction would have different quantities?

Response – The quantity (20) should be the same - Electric Locator full Range for 30 inch dia. DIP Line – Day and Night Construction